THE MARINE RECORD.

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AROUND THE LAKES.

CLEVELAND.

The Kelley, which cleared Tuesday, came back with lot brasses.

The schooner Clint will clear for Buffalo to load coal for Milwaukee.

A lible for supplies furnished has been filed against the schooner Silvia Morton by C. E. Benham for the sum of $28.69.

Captain D. Cole was in the city yesterday sizing up his new iron side wheeler. The boat is about ready to take on her machinery.

The schooner Lottie Mason, overdue at this port with a cargo of potatoes, passed Detroit at five o'clock Wednesday evening.

The steamyacht Tempest, Captain C. H. Stickney, which had her engine compounded at the Globe works, will take an excursion party to Vermillion to-day.

C. H. Andrews et al filed a claim against the tug Andrew J. Smith on the 6th inst. for supplies furnished the tug May 19, 1883, for the sum of $247.20

You cant afford to stay at home when such rates are offered. Erie and return $2.00, Buffalo and return $3.00. Train leaves N. Y., C. & St. L. railway (Nickel Plate) depot at 6 a. m. June 13.

Fairport and Lorain are now giving good dispatch. At Fairport the schooner S. V. R. Watson, Captain Cramer on the 3d ore laden and drawing 9 feet 10 inches, arrived at 11 a. m. and at 6 p. m. on the 4th her cargo of 900 tons had been discharged.

The schooner J. I. Case, Captain F. P. Houghton, reported in the dailies as clearing light, goes to Toledo to load coal for Milwaukee at 60 cents. She brought down 65 cent ore from Escanaba. It would not be much trouble for the papers to quote these things as they are, as a false impression could thus be avoided.

The steamer D. W. Rust, which has occupied Globe Drydock about two weeks, was shifted on the blocks last night and her repairs completed. They consist of new keel, garboard strake, new stanchions, and bulwarks on the port side aft, some new plank in her bottom and her bottom calked all over. The expense will be not far from $4,500. She gave place on the blocks about 9 a. m. to-day to the steambarge Barnum to have her wheel fastened, after which the Kittie Forbes will get a new wheel.

There were several slight collisions in the river Friday and Saturday. The L. I. Quinby, in tow of the tug Dreadnaught, struck the P. & O. bridge, losing a jibboom; the schooner Metropolis in tow of the same tug met the schooner Havana and Alva Bradley at the juncture with the river bed in tow of the American Eagle and Forest City, the Metropolis and Bradley coming together which resulted in the loss of part of the main rigging of the former and the Niagara lost some guys at the Valley Railway bridge while in tow of the tugs S. S. Stone and J. Amadeus, the result of trying to avoid running down the tug Helene which put out across their bows.

EAST TAWAS.

June 7.—The propeller Sanilac arrived with her colors at half-mast. Captain Souers reports that Thomas O'Connors, the watchman, fell overboard at 3:30 p. m. twelve miles west northwest from Port Austin, while crossing Saginaw Bay. O'Connors climbed over the gangway to rinse a broom in the bay, with which he had been cleaning the deck. He slipped and fell. A ladder was thrown overboard. Mr. Murphy jumped overboard after him, and got within 100 feet of him before he went down. O'Connors was a good swimmer, but was probably taken with cramps. His residence was Detroit, where he has a mother and two sisters.

KINGSTON.

The schooner North Cape, which was here a few weeks ago with a load of grain and cleared for Oswego to load coal for Chicago, sprung aleak while going through the Welland canal.

CHICAGO.

Special to the Marine Record.

The barge A. W. Luckey, Captain A. Johnson, arrived at this port Monday evening with lumber from Manistee. She had been in collision with the schooner Rob Roy, of Milwaukee, off Big Point Sauble about 1 p. m., Sunday. The tug Wright towed the Luckey as far as the point and had left her but a few minutes. The men on board were engaged in getting up her head sails when she was struck on the starboard bow by the Rob Roy which was going down the lake, light, with all sails set. About 16 feet of rail and bulwarks, 4 or 5 stanchions and a cathead were knocked out of place on the Luckey, and Captain Johnson believes the Rob Roy lost her jib boom, and damaged her head gear. He could not see more as it was very foggy at the time of the collision. The Luckey is owned by L. Sands, of Manistee.

The barge William Grandy collided with the schooner Thomas L. Parker near 18th street bridge Monday morning. The Parker lost a portion of her main and mizzen rigging The Grandy sustained very little damage.

The schooner H. W. Sage collided with State street bridge Monday afternoon, damaging her head gear, and a portion of the rail of the bridge.

The schooners Truman Moss and Emeline came into collision on the morning of the 4th, about thirty miles from Chicago, in a dense fog. The Moss was bound for this port, lumber laden from Manistee, and the Emeline was bound for the east shore, light. The Emeline had several stanchions broken, and some of her rail and bulwarks, and a cathead on her port side carried away, her foresail split and her fore topmast carried away. The Moss carried away her jibboom and damaged her head gear. Both vessels made for this port, and went to Miller Brothers' shipyard for repairs.

Captain Rogers has put a mast on the propeller A. B. Taylor, which runs in the passenger and freight business between this port and Saugatuck.

The schooner R. Morwood, of St. Catherines, Captain P. Kerwin, arrived Friday from Heron Bay, Lake Superior, with cedar posts and ties. She was leaking some, and went to one of the Chicago Company's drydocks immediately she was unloaded.

Several accidents have occurred lately and considerable expense as well as delay caused to vessel owners in consequence of the bad dredging of the river by the city authorities, and the leaving of old piles at the bottom. The propeller Philadelphia was forced to get a new wheel last week, the tug J. V. Taylor broke her wheel, and the tug Black Ball bent her shaft and had to get a new one. It seems to be no one's business to look after the interests of the vessel owner, although he adds largely to the income of the city.

The small schooner Nellie Winlack, reported lost with all hands by Chicago dailies last week, arrived here all right on Monday last.

Captain Dalls' tug D. L. Babcock sustained considerable damage last Saturday through having been collided with by the tug O. B. Green, near Van Buren street bridge. The Babcock was towing the schooner Coral down the river when the Green, going up, ran into her. The Green sustained but trifling damage.

The fine side wheel steamer City of Milwaukee brought along a goodly number of excursionists from Milwaukee on Sunday last, and returned to Milwaukee Sunday night. The excursion steamers, running from this city to places in the locality do a good business during the day.

The schooner Homer ran her jib boom into the main rigging of the schooner C. P. Minch, up the south branch Tuesday, doing considerable damage.

Grain freights continue very low, 1¼c. on corn and 1½c. on wheat to Buffalo; 5¼c. on corn, and 5¾c. on wheat through to New York, and 3¾c. on corn to Kingston, are the highest obtainable. Lumber freights get worse daily.

At Miller Brothers' drydock the schooner G. D. Douseman was in for calking; the tug E. P. Ferry was in and had her stern bearing fixed, and the tug Black Ball for a new shaft; the scow O. J. Jacobus had her bottom calked; the tug J. V. Taylor some repairs to her wheel and stern bearing; the tug Butler got a leak stopped; the excursion steamer A. J. Wright got her wheel fastened; the schooner Charles Foster got some repairs and calking; the propeller Ogemaw some repairs to her rail and platform; the tug Satisfaction got some repairs; the tug R. Dunham was at the derrick for repairs to her stern bearing; the schooner Truman Moss got a new jib boom and cathead and some repairs to her bulwarks; the schooner Emeline a new fore topmast, part new rail and new stanchions, stringers, and bulwarks; the schooners Marion W. Page and H. A. Richmond, and the propeller Monahansett some repairs, and the yacht Ina a new mast.

At the Chicago drydocks the propeller Peerless was in for a new wheel; the schooner City of Green Bay to have a leak stopped; the steambarge Nellie Torrent for repairs to her wheel; the tug A Booth got a new wheel; one of Fitzsimmons & O'Connell's dump scows for calking; and the schooner Morwood to get a leak stopped; the schooner R. P. Mason got some repairs to damages done by the propeller Albany colliding with her in the river last week; the schooner S. N. Neelon some repairs; the schooner S. G. Andrews and Cheeney Ames some new timber ports.

The propeller Rhoda Emily, Captain J. W. Brion arrived Tuesday with 516,000 feet of lumber from Oscoda, her first appearance at this port this season. Her engine was compounded last winter at Detroit, which causes a great saving in fuel.

Transfers and sales recorded at the Chicago Custom House:

June 3, steamboat Twilight, $1,000, whole; William Nygren and Alex Bloomquist to James T. Vickey. WILLIAMS.

TOLEDO.

Special to the Marine Record.

June 10.—Freights are dull; nothing doing in grain. Coal freights to Lake Michigan, Racine, 65 cents; Manitowoc, Sheboygan and Milwaukee, 60 cents; vessels in fair demand.

Schooners J. I. Case, Preston, Francis Palms and Queen City are expected here this week to load coal for Milwaukee at 60 cents.

Propeller A. Q. Hopkins is at the Columbus dock, loading coal for Green Bay at 55 cents.

The miners in the Ohio Central are on a strike, so there is no coal being shipped from the Ohio Central dock.

E. H. French, of this city, has received a government contract for dredging the St. Clair flats canal at 11½ cents per yard.

Barge Brooklyn is on Gilmore's drydock, having her bottom calked.

Dredges Mead and Buckeye State expect to leave here next week for St. Clair canal to go to work on their contract.

Schooner George M. Case is at the Columbus dock, loading coal for Racine, and the McArthur for Milwaukee.

Schooners Augusta, Clyde and Edward Blake are here loading lumber for Garden Island.

Tug M. A. Green, which was run into while lying at the dock at Detroit by the propeller City of Mt. Clemens, arrived here yesterday morning after having her damages repaired.

Schooners Wm. Home and J. R. Pelton are at Columbus dock, loading coal for Detroit. J.

EAST SAGINAW.

Special to the Marine Record

The barge Sylvia Morton, Captain A. J. Helbing, that was recently libeled at Cleveland by the U. S. marshal, on complaint of Archie Rubby and four others of the crew, who have $110,50 claims for wages against the Morton, was purchased this spring by Captain Helbing from Messrs. Forrest and Glynn, two young bank clerks of this city, who took $250 down and a mortgage back on the boat for the balance, which gave Helbing a chance to skip with the freight as the only means in which to get a fresh start. This is the fourth time it is said that Helbing has done the same thing.

One of our ambitious tug captains got foul of the Genesee street bridge on Wednesday night and took off his smoke stack.

A large number of vessels have been in the river during the week loading at the advanced rates.

Fifty-eight steambarges, barges, and schooners loaded in the river within the past week.

A number of wollopers on the river have organized themselves into a "whack up gang," and work for no regular jobbers, but take barges at from 1 to 3 cents per 1,000 cheaper than the regular jobbers.

The steam yacht Mary Bell has been fitting out during the week, and will make a trip to Lake Superior with a party of Saginaw gentlemen the latter part of this week

The barge Sunbury, Captain Jack Lapham, left the river yesterday in tow of the propeller Bay City, for Cleveland, where a load of coal is waiting for her.

A number of barges that were laid up a short time ago on account of low freights, have fitted out again and are loading.

The tug Witch of the West brought up four large barges on Sunday whose tug bills will reach $100, which is the largest ever brought up by any one tug. Captain Wm. Gordon, of Bay City, is the man who works such schemes.

Talking over the present demoralized condition of lake freights the other day with Captain C. A. Gray, a veteran lake navigator, now of the firm of Gray & Weldman, extensive boiler makers of this city, I was told how easy (sometime) it was to make money in the good old times of '54 and '56. Captain Gray states that in the third trip of the schooner Sunbury, now a barge that has been in ordinary at this port for some time, was built by himself and others at Buffalo in 1854. Not finding any up freight offering at Buffalo, Captain Gray set sail for Detroit. On her way she called at Malden for provisions where it was learned that the best kind of hickory wood could be purchased at the rate of $1,50 per cord on the rail. Captain Gray, knowing that wood in Chicago commanded a high price, concluded to put in a cargo, which was safely delivered at Chicago and sold at $8 per cord, for the whole lot, the round wood to be given back to the vessels. This amounted to 17 cords and was again sold for $7 per cord. Wheat at this time happened to be away down in G and a cargo was purchased and sail set for Buffalo. However, before the vessel arrived there it had been sold by her owners for $6,000 above the purchase price, the boat thus making for her owners the snug little sum of about $10,000 in less than three weeks time. Captain Gray says those days are no more, and that a small schooner like the Sunbury is more of an elephant to her owners than anything else and he is contented to let them alone and make boilers. SHAW.

FRANKFORT.

Special to the Marine Record.

June 8.—The schooner Clara of Manistee sprung a plank while outside and made this harbor in a sinking condition. Her cargo of feed and provisions is spoiled. The vessel will be repaired here.

BURMEISTER.

Vesselmen

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MARITIME LAW.

SALVAGE.

District Court of the United States for the District of Connecticut.

Thomas A. Scott vs. Seventy-five tons of pig iron.

Shipman, J.

This a libel *in rem* for salvage.

On October 21, 1884, the schooner "Emily," a vessel about thirty-two years old and then worth, with her appurtenances, about $400, left Perth Amboy with a load of 120 tons of pig iron, of which seventy-five tons were consigned to the claimants, the Stiles & Parker Press Company, of Middletown, in this district. Herbert S. Goodall was the captain of the schooner and owned three-fourths of her. One other man constituted the crew. There was no insurance upon her.

She went through Hell Gate on October 23d, and on October 25th went down the Sound with a northwest wind and strong breeze. Near Shippan Point, the foremast, which was an old article, cracked or broke. The mainsail was torn and carried away by the wind. The vessel commenced to leak badly, and the captain ran her into Norwalk Harbor, about three-fourths of a mile from the Sound, and beached her in a safe and land locked place and upon a soft bottom. She filled with water. At high tide she was seven feet under water. At low tide the deck was out of water.

The captain could not find assistance to get his boat or cargo off, and on Sunday, October 26th, telegraphed to the libelant that the schooner was sunk off Norwalk Harbor and asked for assistance. The libelant is well known throughout the Sound to be engaged in the business of saving wrecked vessels and cargoes, and owns at least two vessels equipped with all the appliances needful for said business, constantly manned and in rediness. The master and crew were not guilty of fraud and had no motive to commit fraud, either in beaching the vessel or in sending for the libelant, and there was no collusion between him and the captain or the crew.

The libelant sent on the morning of October 27th the schooner Report and steam tug Alert, Captain Chesebro in command, with six men on board of each vessel to the assistance of the Emily. The boats reached the wreck on the evening of the same day and found her under water, her foremast broken and mainsail and jib torn.

Captain Chesebro made a contract that evening with Captain Goodall, by which the libelant was to receive fifty per cent. of the value of the saved property delivered at its destination.

On the next day at low water, the schooner was pumped out in three or four hours time, and was pumped out twice during the night of that day. The 30th and 31st were stormy and the schooner was kept pumped out. On the 31st the only apparent leak in the vessel, about a foot long in the "tuck seam," was found and was temporarily stopped.

On the 2d the libelant's boats with the Emily, left Norwalk Harbor and stopped about twenty hours in the Sound, five or six miles from Norwalk, to take some iron out of another sunken vessel, the Marietta. The contract for this service was made by the libelant in New York after the 26th. While this service was being performed, the Emily lay about 400 yards from the Marietta.

The Emily was then towed to Bridgeport and twenty-five tons of iron were delivered to the owners, and then was towed to Middletown. The libelant demanded salvage upon the seventy-five tons from the claimants, who refused to pay, and brought a writ of replevin for said iron before the Superior Court for Middlesex County, upon which writ the iron was seized by the sheriff and delivered to the claimants, was put in their storehouse and was immediately put by them into the furnace, in their ordinary business, at the rate of one or two tons per day. The replevin suit was brought to enable the claimants to obtain and to use up the iron promptly. They did not intend that it should be kept in the possession of anybody. The statutory bond was given for the return of the property to the defendants if the plaintiff failed to establish their right to the possession of same. The libelant and Captain Goodal were made defendants.

The libelant subsequently libeled the iron which was not melted and which was in the claimants' exclusive possession and possession thereof was taken by the marshal.

After the trial of this case, the claimants gave to the marshal a delivery bond, conditioned to be void if they performed the decree of the court in the matter of the libel, and the iron was delivered to them.

The value of the iron was $1,515. The libelant's two vessels and appurtenances, which went to Norwalk, are worth $16,000.

The first question relates to the jurisdiction of this court, and arises upon the principle which has been often asserted in the decisions of the Supreme court, and which is stated in Buck vs. Colbath, 3 Wall. 334, as follows: 'That principle is that whenever property has been seized by an officer of the court, by virtue of the process, the property is to be considered, as in the custody of the court and under its control for the time being; and that no other court has a right to interfere with that possession, unless it be some court which may have a direct supervisory control over the court whose process has first taken possession, or of some superior jurisdiction in the premises, * * * * This principle, however, has its limitations, or rather its just definition is to be attended to. It is only while the property is in the possession of the court, either actively or constructively, that the court is bound or professes to protect that possession from the process of other courts. Whenever the litigation is ended, or the possession of the officer or court is discharged other courts are at liberty to deal with it according to the rights of the parties before them, whether those rights require them to take possession of the property or not.

If the property was either actually or consecutively in the custody of the state court at the time of the service of the monition, no valid seizure of it could be made by the marshal and this court would have no jurisdiction of this libel. The mere fact that it was in the possession of the claimants would not prevent its being in the custody of the law, and if it was in their hands awaiting the decision of the state court and in readiness upon its judgment of return, to be delivered to the defendants in the replevin suit it would have been incumbent upon the libelant to wait until such an order had been made and the litigation was at an end.

But it is idle to say that the iron was in the custody of the law, when the purpose and effect of the replevin suit were to remove it from the custody of any court and to prevent it from being subject to any order, and when the subject of putting legal machinery in motion was to enable the plaintiff to effectually preclude its return to the defendants. It is a misuse of terms to say that the iron was in the possession or control of the state court, and it would be an abuse of the authority of that court if such a fiction as its pretended custody of this property should be made to prevent the exercise over it of the ordinary jurisdiction of another court.

The claimants next insist that this court has no jurisdiction because the state court can determine, in the replevin suit, the questions of the existence and the extent of the libelants' lien, and they rely upon the following language of the Supreme court in Freeman vs. Howe (24 Howard, 450,): "Where a court has jurisdiction it has a right to settle every question which occurs in the case, * * * * and that where the jurisdiction of a court and the right of a plaintiff to prosecute his suit in it have once attached, that right cannot be arrested or taken away by proceedings in another court.

Without stopping to enquire whether the state court could properly determine the amount of the libelants' lien upon the iron, this language is clearly explained in Buck vs. Colbath, where the court says. "It is not true that a court, having obtained jurisdiction of a subject matter of a suit and of parties before it, thereby excludes all other courts from the right to adjudicate upon other matters having a very close connection with those before the first court, and in some instances, requiring the decision of the same question exactly. In examining into the exclusive character of the jurisdiction of such cases, he must have regard to the nature of the remedies, the character of the relief sought, and the identity of the parties in the different suits."

If the iron was in such a condition that it could rightfully be made the subject of a libel *in rem*, the libelant was not excluded from obtaining the judgment of an admiralty court upon the question of a maritime lien by reason of the fact that a state court, perhaps, might in another proceeding ascertain the amount which was due him, because the relief which he seeks in admiralty is very different from the relief which he could obtain in a state court.

The existence and the amount of the lien are next to be ascertained.

That the Emily and her cargo were in distress and needed help are certain, and it is unavailing to say that she ought not to have been in distress. I think that the trouble happened because the schooner was very old, and with a heavy cargo, was unable to withstand much of a strain, and moreover, she was insufficiently manned. The libelant, whose business it is to save vessels in distress, was telegraphed to go to her aid without any previous knowledge that his services were or would be wanted, and, in response, he sent his vessels amply equipped. They found the vessel in a safe land-locked place, on the mud in the bottom of Norwalk Harbor, but she could not be got away without skilled and energetic and expensive assistance.

The contract which the captain of the Emily entered into was an improvident one, so far as the cargo is concerned, in view of the ease with which the libelant could furnish assistance and the lack of immediate peril to the cargo. The rate is too large, under the circumstances of the case, to receive the sanction of the court.

The facts which bear upon the amount of compensation are that the assistance of a skilled man, whose property consists of vessels equipped and manned for saving cargoes and whose business it is to render dangerous, laborious and expensive services, was sought, that he sent a sailing vessel, a steam tug and twelve men to aid the schooner and cargo; that the situation of the submerged vessel, though it needed assistance, was not immediately perilous; that the work of raising the vessel by the aid of the libelant's steam pumps was easy, and that there was no danger to his crew or his property. It is not a case which calls for very large compensation, but the libelant should receive a liberal amount when he is honestly engaged in this uncertain and expensive business.

The sum of $350 is allowed with costs.

Samuel Park, for the libelant. Arthur B. Calef and Samuel L. Warner, for the claimants.

CHICAGO YACHT CLUB REGATTA.

The regatta committee of the Chicago Yacht club has determined to hold two regattas this year. July 4 has been selected as the date for the first sail, at which prizes will be offered sufficient to make the event one of unusual importance and interest. The date for the second event has not been definitely arranged, but it is proposed to make a cruise sometime during September. Immediately following the July regatta the fleet, or at least a majority of the boats, will clear for a run to Put-in-Bay, and possibly continue the cruise to Cleveland. In arranging the summer programme the ladies have not been forgotten, as the committee have determined to devote two days during August for the purpose of affording them an opportunity to experience the pleasures of yachting. There seems to have been a renewal of interest in yachting, and the coming season bids fair to be one of the most successful in the history of the club.

Quite a number of names have been added to the active list of the Chicago Yacht club, and there is a general air of prosperity about the organization that is cheerful to witness. The club has re-leased its present quarters, and will soon begin to prepare for the racing events of the season.

The Verve is receiving the finishing touches of a complete overhauling, and this "sailing machine," as she has been facetiously called, will make it extremely interesting for the best of them when a trial of speed is had.

It is said that the Argo will not go into commission until late in the season. This is to be regretted. She is an excellent model, a fast sailer, and should take part in the July regatta.

Ex-Commodore Prindiville, more familiarly known as "Captain John," will have the Wasp out in sailing trim soon. It is reported that the captain intends to sell her during the season.

The yacht Viking is still east. She is being thoroughly overhauled and put in order for the summer cruising.

The Idler is now in the outer basin, and will be in readiness for active service next week.

The Countess presents a fine appearance this season. She has been fitted out and is anchored in the outer harbor.

The Harry Burke is being fitted out and will soon be anchored with the other boats of the fleet.

The steamlarge George A. Marsh, used as a tender in the construction of the United States lighthouse at the mouth of the Detroit river, was burned at Amherstburg Sunday night. The upper works of the vessel were totally destroyed and the hull badly scorched. The crew had a narrow escape, and Captain Humphries lost considerable clothing. The loss is estimated at about $2,000, and the vessel is insured for $3,000.

Subscribe for the MARINE RECORD.

McNAUGHTON'S RANGE LIGHTS.

The Chippewa County News says: Captain W. W. McNaughton has his range lights in full operation again. The vessel men are loud in their praises of this system of lights and say that it often lets them out of dangerous waters into a safe harbor:

Directions for running on McNaughton's range lights from Lake Superior to Sault Ste. Marie:

Coming down—In coming in from Point Iriquois to Round Island, there will appear the two first range lights, one red and one bright, situated southeast of Round Island on the main land of the American side; run on this range until two similar lights come in range opposite Point aux Pins on the American side; run on this range until a bright light appears from behind a shade on Point aux Pins dock, and then continuing down to Big Point until the government ranges come in range, continue on these ranges to the canal.

Going up—Keep on government ranges to Big Point, and then steer for the light on Point aux Pins dock; continue on around Point aux Pins lighthouse, and then steer one-half point west of Round Island until the range lights opposite Point aux Pins come in range; continue on these ranges until the ranges e. s. of Round Island come in range, haul up on these ranges for Point Iriquois.

A WAVE WAIF.

The United States brig Hunter, of 71 tons, John Davis, master, sailed from Detroit for Mackinac, on the 1st of August, 1816. Her lading consisted of government stores for Fort Mackinac. The Hunter arrived at Mackinac August 14; discharged her cargo, and started on her return trip the next day, the 15th. On the 17th the vessel encountered a heavy wind, and on the 19th, about midnight, she went ashore and was wrecked on the eastern shore of Lake Huron, about one hundred miles from St. Clair Rapids, and about eighteen miles above where the Jackson was cast away in December, 1815. The crew of the Hunter, consisting of John Davis, master; Thomas P. Woods, John P. Webb, William Bridgman, Charles Palmer, Edward Varner, and Michael Kempton, seamen; John Williams, cook, and two children, who were passengers, were saved.—*St. Ignace Republican.*

A NEW ORE BUCKET.

A bucket for unloading and dumping ore and coal has been patented by A. N. Simmerly of Cleveland. The bucket is made with a bottom which is highest on top, and inclines from a central line to the right and left. Two doors having hinges on their upper edges are secured to the bucket. Each door is connected to a curve link which extends into the bucket and is swiveled to a crossbar which may be oscillated by a rock shaft. When the doors are closed the two links pass each other. In this position they automatically hold the doors in place without any catches or additional locking devices. The greater the pressure upon the doors the more firmly will they become locked. As soon as the rockshaft is turned, the links will be spread apart and released to open the doors.

The chief of engineers having called for the information Lieut.-Col. Poe makes the following statement relative to the use of government works by private parties:

"The only locality in the district committed to my charge where piers, breakwaters and other structures are used by a corporation or an individual is Saginaw river. The works at Carrollton have been frequently injured and partially destroyed by fire, caused by sparks from passed tugs or steamboats, which use pine slabs for fuel and are not provided with spark catching devices upon their smoke stacks. The pier at Crow island is often used by the boom company and private parties for hanging rafts of logs alongside for temporary storage whenever the adjacent store or mill booms are full. An actual damage to the pier itself, by reason of its use and occupation, is not apparent, but it cannot be overlooked that the navigable channel opposite the pier during such occupancy is partially obstructed to the extent of the width of the rafts lying alongside."

The movement of vessels from Chicago district for the month of May was as follows:

Arrived—Chicago, 1,193 vessels, 361,941 tonnage; Michigan City, 46 vessels, 6,452 tonnage; South Chicago, 40 vessels, 15,561 tonnage.

Cleared—Chicago, 1,351 vessels, 444,734 tonnage; Michigan City, 46 vessels, 6,445 tonnage; South Chicago, 39 vessels, 13,064 tonnage. In addition to the above 29 vessels, representing a tonnage of 12,672 tons, arrived from foreign ports and 14 vessels, representing a tonnage of 5,310 tons, cleared for foreign ports.

Last winter a Chicago schooner laden with stone was laid up in the Sault. This spring she sprung aleak. Her captain did not want to hire men to pump her out so he constructed a wind mill which was attached to the starboard fore rigging and connected by a shaft and crank to the break pump abaft the foremast. The bans of the mill were so arranged that the pump could be worked by any wind, and a two-inch stream was lifted from the vessel's hold without manual labor. Captain Hatch has not yet applied for a patent.

The third official trial trip of the new dispatch boat Dolphin was made on the 28th of May. The contract with the government provides that she must show an average speed of fifteen knots an hour for six consecutive hours. In her two other trials she failed to fulfill these conditions, but to-day she ranged from fifteen to sixteen and a half knots, and averaged fifteen and a half for the entire trip.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, June 8, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended May 30, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,360	....	Sl	Addie Memqerg,	42 48	40.36	Sackett's Harbor, N Y
157,147	.....	Sl	Dude,	9 77	9.28	New Bedford Mass.
85,883	.....	Sc.	Gussie Bishop,	101.12	96.07	Patchogue, N Y.
76,578	K D B S	Sc.	John Hagerty,	160.10	160 65	New York, N. Y.
76 579	K D B T	Sc.	J T. Townsend,	635.98	604.18	Philadelphia, Pa.
91.764	.....	Sl.	Margaret,	19.80	18.85	Delanco. N. J.
115.959	.....	Sc.	Sir Knight,	71.87	68 28	Southport, Me.
145,406	.....	Sl.	Three Sisters,	7 04	6.69	Clearwater Harbor, Fla
			STEAM VESSELS.			
106.361	.....	St. s.	Almira,	14 12	7 42	New York, N. Y.
126,292	.....	St. s.	Charm,	25.96	18 79	Chicago, Ill.
157,146	.....	St s	D. J. Black,	9 81	6 16	Wilmington N. C.
157,148	.....	St. s.	Dixie Sims,	11.75	5.88	New Orleans, La.
135,843	.....	St. p.	Ellen,	57.70	39	Eureka, Cal.
85,882	.....	St. s.	Grace William,	22 91	11.66	Charlevoix, Mich.
14,436	.....	St. p.	Kootenai,	370.83	268.52	Portland, Ore.
91,763	.....	St. y.	Minnie,	22 81	11 40	Chester, Pa.
91,765	.....	St. p.	Multnomah,	312.62	278.25	Portland, Ore
116,048	.....	St. y.	Solar Tip.	7.60	4 03	Philadelphia Pa.

JARVIS PATTEN, Commissione

COMMISSIONER OF NAVIGATION.

JARVIS PATTEN,
Treasury Department, No. 92,
Washington, D. C.

UNITED STATES ENGINEER CORPS.

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The Thornycroft Works have just handed over to the Admiralty at Portsmouth the largest and most destructive torpedo ever built. It is 118 feet long and 12 feet 6 inches in beam, and it will run at about 20 knots an hour. In the bows are two tubes, each to be charged with a Whitehead torpedo, and in the stern of the boat is another tube for another torpedo, which can be discharged in any direction while the vessel is going at full speed, and which, it is said, will, with almost absolute certainty, hit a ship at 200 or 300 yards distance. It is also armed with a Nordenfeldt gun with nearly an all around fire.

The Ulunda, the first vessel of the new Franco-Canadian line to clear, left Montreal on the 3d inst. without a single passenger and with only 100 tons of potash as a cargo.

THE STAR SAFETY RAZOR.

Patented June 15, 1880.

A great invention which renders shaving a convenient and easy luxury, and obviates all danger of cutting the face Warranted to shave clean. Time and money saved. Delays in barber shops avoided. It is specially adapted to the aged and young; and is indispensable to all travelers by land and sea; to miners and to persons camping out; to the indolent and luxurious; to the man who wants a quick shave, and he whose skin is too tender to admit of the application of the ordinary razor. Once used you will never be without it. Requires no practice. Every man his own barber.

Sent post paid to any part of the United States and Canada on receipt of $1.50; or, $2.00 including the Star Patent Strop. Send stamp for circular. Address

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THE GLOBE IRON WORKS.

SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches. length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breechng, good as new.

SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new

FOR SALE,

A Fine Harbor Tug.

Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,500, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

FOR SALE,

New Iron Tug.

Dimensions 8 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; ⅜ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap when machinery can be completed by

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WIN more money than at anything else by taking an agency for the best selling book out. Beginners succeed grandly. None fail. Terms free. HALLETT BOOK CO., Portland, Maine

ADVERTISEMENT.

ASHTABULA HARBOR, OHIO.

U. S. ENGINEER OFFICE,
CLEVELAND, OHIO, May 15, 1885.

SEALED PROPOSALS in triplicate, addressed to the undersigned, will be received at this office until 12 o'clock, noon, Monday, June 15, 1885, for widening the channel and constructing about four hundred and eighty (480) lineal feet of revetment for bank of channel at Ashtabula Harbor, Ohio. Forms, specifications, and other information can be obtained at this office.

The United States reserves the right to reject any or all proposals.

The amount allotted for the work, inclusive of the amount necessary for superintendence and office expenses, is about $9,500

L. COOPER OVERMAN,
Major of Engineers.

BLOOM & CO.

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DEALERS IN WIRE ROPE, PATENT DUCK, AND CORDAGE.

Estimates Given on Complete Outfits.

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GIVE IT A TRIAL.

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MOCKING BIRD,
JOHN MARTIN,
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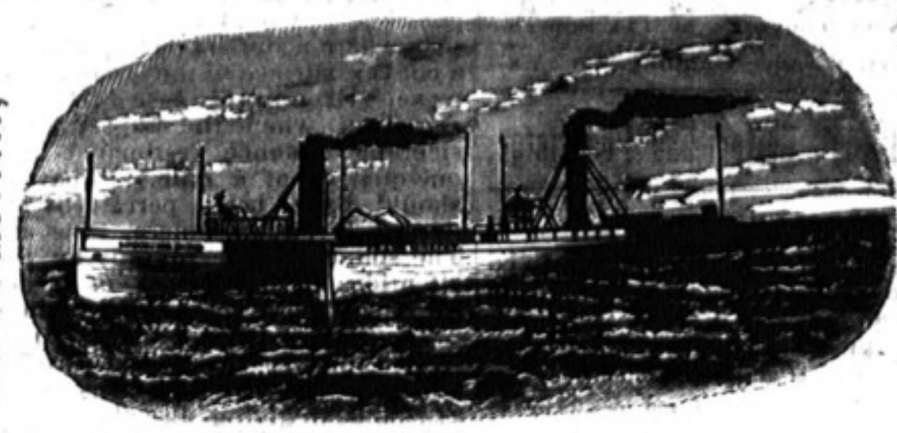

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Steam Pumps, Hawsers and Divers to Let.

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Duluth.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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I have an excellent gang of Trimmers this season, Captain Miller's old Crew.

Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port.

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LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 24, 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express.....	*8 20 A M	*8 45 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express.....	*1 55 P M	*2 25 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via " ..	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky..	*10 30 A M	*10 40 A M
No 9, Chi Pac Ex via Norwalk.....	5 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.25 p. m.; arrive Grand Central depot, New York, 10 30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect March 22, 1885, and until further notice:

GOING EAST.		LV.	AR	GOING WEST.	
	A. M.			P. M.	
.....	7 50	.....	Chicago.....	7 50	.....
.....	9 50	.....	Valparaiso.....	5 42	.....
.....	P. M.				
.....	1 50	.....	Fort Wayne	2 10	.....
.....	2 05	.....	New Haven.....	1 35	.....
				A. M.	
.....	3 48	.....	Leipsic.....	11 36	.....
.....	4 46	.....	Arcadia.....	10 35	.....
A. M.					P. M
6 50	5 00	.....	Fostoria.....	10 22	8 50
7 35	5 45	.....	Green Springs.	9 44	8 05
8 15	6 20	.....	Bellevue.....	9 20	7 40
10 45	9 02	AR.	Cleveland Lv	6 45	4 51
11 55	.....	.....	Painesville.....	.....	3 34
P. M.					
12 44	.....	.....	Ashtabula.....	.....	2 43
1 14	.....	.....	Conneaut.....	.....	2 13
2 33	.....	.....	Erie.....	.....	12 50
					A. M.
4 09	.....	.....	Dunkirk	.....	11 16
					A. M.
5 45	.....	AR.	Buffalo..... Lv.	.....	9 40

ROCKY RIVER ACCOMMODATION.

Depart—7:45 a. m., 1:35 p. m.

EUCLID AVENUE ACCOMMODATION.

Depart—6 24 a. m, 9:10 a. m,. 5:05 p. m.
All trains daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
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BEE LINE.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart.
No. 3, Columbus, Cincinnati & Ind Ex.....	9:00 A M
No. 23, Galion & Wheeling Express.....	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex.....	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express...	*12 25 P M
No. 27, Galilon & C.L & W. Acc.....	3:30 P M
No. 29, Massillon & Ulrichsville Ex.....	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp.....	*6:40 A M
No. 20, Uhricsville & Massillon Ex.....	8:55 A M
No. 2, Col. Cin. & Indianapolis Express.....	9:50 P M
No. 14, St. Louis, Ind.. Cin. & Col. Ex.....	*4:45 P M
No. 22, Galilon Acc.....	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express.....	1:15 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agt., CLEVELAND, OHIO.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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Invariably in advance.

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CLEVELAND, OHIO—G F Bowman, corner of Pearl and Detroit, streets.

CHICAGO, ILL.—Joseph Gray, No. 9 West Randolph street.

BUFFALO, N. Y.—C. Rohmer, Michigan stree Swing Bridge.

DETROIT, MICH.—O'Neil & Arseneau, Mills Tug Office.

DULUTH, MINN.—C. F. Johnson, 117 West Superior street.

ESCANABA, MICH.—William Godley.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, JUNE 11.

SIGNALS AND ECHOES.

It often occurs that at night and during the prevalence of a fog that if hailed a woodland shore will return a signal or echo, and that sound will increase or dimnish in ratio to the relative velocity of the wind. It has been charged, when wrecks occur in the proximity of fog signals, that the keeper has been negligent, that he has not attended to his duties, yet upon investigation it is clearly shown that he has been dilligent and alert, that his instrument has been making its unearthly noise at regular intervales as prescribed by the rules and regulations. Such charges have been made against the keeper of the Grosse Point lighthouse, and, upon investigation it has been found that the signals at that locality were working to their full extent to warn vessels of impending danger. Professor Henry has taken the matter under advisement and has worked out by careful tests the causes of the five formulated phenomena as follows:

1. The audibility of sound at a distance, and its inaudibility nearer the source of sound.
2. The inaudibility of a sound at a given distance in one direction while a lesser sound is heard at the same distance in another direction.
3. The audibility at one time at a distance of several miles, while at another the sound can not be heard at more than a fifth of the same distance.
4. While the sound is generally heard farther with the wind than against it, in some instances the reverse is the case.
5. The sudden loss of sound in passing from one locality to another in the same vicinity, the distance from the source of

In connection with the above facts recent collisions and strand ings imperatively demand that some preventative measures or means of avoiding dangers be improvised. A writer in Science mentions experiments where echoes have been obtained from icebergs when in dangerous proximity to ships, and says same mode will guard against stranding and collision if the master knows to which quarter to direct his attention to which to invite the echo.

The periodical noted says:

"Mr. Della Torre belives that even an object offering so small a surface as a floating wreck may in this way be detected during a fog in time to prevent collision. However this may be it is certain that his method is worthy of a careful trial at sea, and that preliminary experiments, recently made in the presence of Professor Rowland of Johns Hopkins university and the present writer, have demonstrated the feasibility of producing well marked echoes from sailing vessels and steamboats at considerable distances away.

"These experiments were made on the River Patapsco, near the head of Chesapeake Bay, at a point about seven miles from the city of Baltimore. The party proceeded down the river in a steam launch to the selected place, where the distance from shore to shore appeared to be about three miles. The launch was kept so far from land as to prevent the possibility of mistaking an echo from the shore for one produced by a passing vessel.

"The apparatus employed consisted of a musket to the muzzel of which a speaking trumpet had been attached. This gun was aimed at passing vessels, while blank cartridges were fired. After a longer or shorter time, according to the distance of the vessel, an echo was returned. The ordinary river steamboats, and schooners with large sails, returned perfectly distinct echoes, even when apparently about a mile distant. At shorter distances the effects were, of course, still more striking In order to test the effects under the most disadvantageous circumstances, blank cartridges were fired in the direction of an approaching tugboat. The surface presented was, of course, much smaller than if the boat had presented its broadside to the launch. As the boat approached bow on, it corresponded to a target somewhere about six feet square, presenting a convex surface to the impinging sound-wave. Even in this case a feeble echo was perceived when the boat was at a considerable distance (estimated to be nearly one-quarter of a mile.) That any echo should have been perceived at all under such circumstances, was a surprise. The sound was heard only by the closest attention, but in the case of larger vessels the effects were very distinct and striking.

"Experiments were made which demonstrated the fact that the speaking trumpet attached to the gun was of material assistance in giving direction to the sound-impulse, and in intensifying the audible effect.

"During the experiments on the Patapsco river, a curious rumbling effect, like the rolling of thunder, was often observed, which continued for some seconds. A similar sound was also noticed, as an echo from a well wooded shore; but the effect alluded to above could not have been due in any way to the land, as the sound commenced immediately upon the firing of the gun, whereas the shore was distant at least a mile and a half.

"The sound was probably due to the presence of ripples on the surface of the water, as the effect was much less marked when the surface was smooth. Such a sound might prove a disturbing element of importance in a rough sea, but would hardly be sufficient to prevent the detection of an echo from a large iceberg. Had shots been fired periodically from the bow of the City of Berlin, it can hardly be doubted that the presence of an obstacle ahead would have been discovered in time to prevent the collision that actually occurred."

It does not appear in the above details where there will be any practical benefit to navigation in the case of fog. In order to get the echo, or realize any return sound from the discharge of the gun, the operator must know that there is an object of danger bearing upon him and the exact quarter from which this danger is approaching, a knowledge which, if possessed, would dispense with the necessity of using the gun, as the usual means could be taken to avoid a known danger. The lack of knowledge of the presence or the quarter from whence the danger will appear is the positive cause of collision during a fog, and especially is this true on the lakes. It is therefore in order for these scientific gentlemen to turn their attention toward evolving a system whereby unseen objects of danger to navigators may be discovered in time to te avoided, the echo system not being reliable unless a revolving gun is used that will cover every part of a circle.

QUITE an enthusiastic meeting in the interest of abolishing tolls on the St. Lawrence system of canals, was held in Montreal on the 8th inst. Communications were presented referring to the good results brought about by the remission of one-half of the canal tolls on east-bound grain last season, it having increased the volume of traffic on the St. Lawrence, and stating that the imposing of these tolls and the widespread stagnation of business had again brought the shipping business of the port to the verge of stagnation; that it was impossible for lake carriers of the Dominion to revive their business with a heavy weight of taxation resting on them, as they were in active competition with the free canal system of the United States, and that unless relief were granted this important branch of the commerce of the country would be turned into other and less heavily burdened channels, to the serious injury of the whole Dominion. It has been shown by Government reports from the trade of Montreal harbor that traffic over the St. Lawrence route declines with considerable rapidity, and that the vast sums of money spent by the Government on the Welland and lower canals have not tended to make popular the Canadian route and Western Toronto and other Ontario cities which are benefited by railroad travel and are jealous of Montreal's commercial supremacy, are opposing the movement and it is thought it will not prevail this season.

Collector Spaulding, of Chicago to whom the duty case of the C. P. Minch was referred by the United States Treasury officials, after having carefully examined the testimony produced by the master, has remitted the duties on the work done at Collingwood last November. The law under which these duties were to be levied provides that 50 per cent in addition to the cost of the repairs shall be paid into the treasury of the United States, which, in this instance, would amount to $1,800 the repairs aggregating $3,600. Truly Collector Spaulding deserves thanks for being able to descriminate and this precedent should go on record to be followed hereafter.

THE dailies, crazy for sensations, do not hesitate to report the loss of a vessel with all hands before they have taken any measures to ascertain the truth of the matter, thus bringing sorrow and dispair to many hearts that are beating for the officers and crew. The report, under staring headlines, of the loss of the scow Nellie Winlack with all on board, with the usual conceited comments on her location and probable unseaworthy condition at the time the disaster occurred, calls for reprehension and the just indignation of all vessel men. Notwithstanding the reports the, Winlock weathered the gale and put into Kenosha all right.

Lake Mistassini is again coming to the front, this time exceeding in size Lake Ontario. A survey of the lake and geographical inspection of its surroundings will probably be completed in August, and the return of the expedition may be looked for early in the fall. The country surrounding the lake had already been pronounced by the geological branch of the expedition as promising great mineral wealth, while for agricultural purposes it will be practically valueless. The lake was completely frozen over on November 20 last. For the month of January the mean temperature at Mistassini was 12° below zero. For several days together the thermometer registered 18° below, and on one occasion 42° below.

OBITUARY.

The recent death of Captain John Ball, at Unionville, Ohio, deserves more than a passing notice, from the fact of his long residence in Cleveland, connection with our commerce, and pioneer enterprise. Captain Ball was born in Northborough, Mass., in 1812. He married Miss Harriet Blake, at Swanton, Vt., in 1833, and brought her to his new home in Cleveland. The following summer, under the superintendence of Philo Moses, he and James Rice built the schooner Two Brothers for themselves and took her to Mackinac where they established the first general store ever on the island, and also engaged in the fishing business. Three years after they built the schooner America for use in their fishing. About 1847 he had the propeller Troy built in Cleveland for himself and Sheldon Pease, of Buffalo. She was burned the next season and rebuilt at Erie, Pa. The propeller Westmoreland was built in 1852, by Philo Moses, of Cleveland, for himself and Mr. Clark, of Buffalo. This boat foundered in Lake Michigan December 2, 1854, losing seventeen passengers. The propeller Evergreen City, was the next for the fleet, Jas. Kirtland, of Sheboygan, Wis., being half owner. The famous propeller Fountain City, now in the Lake Superior Transit line, was built by Peck & Masters, at Cleveland, in 1857, for Captain Ball and Mr. Kirtland. Upon the creation of the office of fish inspector, for Cleveland, Captain Ball was appointed to the position which he filled with acceptance for a number of yeare. In 1874 he took up his residence at Unionville, a beautiful country seat, forty-five miles east of Cleveland, where he enjoyed the quiet comforts of rural life till death called last April. Captain Ball left six children, J. Sanford Ball, Lincoln, Ill.; J. Wm. and Lydia Ball, and Mrs. George Williams, Cleveland; Mrs. Dr. S. E. Sheldon, Topeka, Kan., and J. Warren Ball, Detroit, Mich.

J.

COASTING TRADE.

WASHINGTON, D. C., June 4, 1885.

To the Editor of the Marine Record:

I transmit herewith a copy of a letter of this date addressed to the collectors of customs, relative to a royal decree from Portugal, conceding to all foreign vessels the right to trade between that country and the Portuguese ultramarine provinces east of the Cape of Good Hope.

WASHINGTON, D. C., June 4, 1885.

Collector of Customs, Eastport, Me.:

SIR:—I have to state, for the information of yourself and of all concerned, that this office is apprised by the United States Consul at Lisbon, through the Department of State, that by royal decree, dated the 16th of April last, the privilege of engaging in the coasting trade is conceded to all foreign vessels trading between the Portuguese ultramarine provinces east of the Cape of Good Hope, that is, with Mozambique, Portuguese India, Macon and Timor, and the Portuguese ports of the European continent, and adjacent islands, applying to such vessels the rules existing, or which may hereafter be established for national (Portuguese) ships, thus modifying article 1315 of the commercial code of Portugal.

The coasting trade between the ports of the mother country and the adjacent islands, as well as with the Portuguese ports of the west coast of Africa, remains exclusively reserved, as now, to the national flag, as specified by the laws of Portugal in force.

Very respectfully,

(Signed) JARVIS PATTEN,
Commissioner.

Lumber is being freighted from Alpena to Detroit at $1 per m.; pipe staves, Detroit to Buffalo at $6 per m.

BILLS OF LADING.

CLEVELAND, OHIO, June 8.

To the Editor of the Marine Record:

An article appeared in your issue of June 4, headed Bills of Lading, in which you state that vessel men were agitating the question, to get it before Congress, for the purpose of passing a law to do away with the abuses, etc. Now, I would like to ask what action can Congress take in this matter, as there is no law to make vessel owners sign any such bills of lading and, consequently, they have no law to repeal, and in my mind I have the gravest doubts about Congress having any constitutional right to pass a law to say what form of contract a shipper and carrier may enter into regarding the transportation of grain. It is an old and well settled rule of law and has been so decided, time after time, by the State courts of New York that if a vessel discharged all the grain she received in good order and well conditioned as per terms of bills of lading, the carrier had done all the law required and was entitled to his freight money, and in order to avoid this rule of law (which is as old as maritime business itself) the shippers concocted the iron clad bill of lading. Now if this is the case who is it that must regulate this abuse, Congress or the carrier? I say it is the carrier and the only way to do this is for the carrier, to say we will not carry any more grain on any such contract. I am greatly in doubt about the legality of such a contract, made by the captain of a vessel, without the consent of his owner, for I think when the captain signs such a contract he exceeds his authority; but after the captain shall have done this once and his owner taking no exceptions to it, he then, in my opinion, acknowledges the captain's agency to that extent and is as much bound as though he had signed it himself, and it has now become so general in its nature that there is little question of doubt but what the captain, signing for the owner, will bind him and so I say, as I said before, the only way to regulate the matter is for vessel owners to dig themselves out of the mire that they have allowed themselves to be led into by the cunning smile of the shipper, not ask Congress to relieve them. I can't conceive how Congress can interfere in the matter. You might as well ask Congress to pass a law that shippers should not offer less than 2½c. on wheat or 2¼c. on corn as freight from Chicago to Buffalo. There would be just as much sense. If carriers don't want the freight there is no law to compel them to take it, and so it is with the bills of lading; there is no law by which shippers have a right to demand carriers to accept such bills. Vessel men are afraid to stand up for their rights. The school boys of to-day have more pluck. My interest is with the vessels.

FORMER VESSEL OWNER.

FEED WATER PURIFIER.

We have heretofore printed details of the merits of the feed water purifier, patented and manufactured by Messrs. Thomson & Meade, of this city, and are now prepared to say that it answers the requirements in every particular, as is evidenced by the following letter from the chief engineer of the Cleveland Transportation fleet, one of them having been placed on the propeller Sparta:

Captain Geo. P. McKay:

I cleaned boiler yesterday, and find the purifier is working O. K. I found nothing in the boiler except scale and sand which had dropped off into the water spaces around the fire box, which is the worst place in the boiler. It had dropped off in large flakes where we could not get to it. The iron where it dropped from and around the stay bolts looks as if they had been oiled. The scale you can crumble up with your hand, while before you would have to take a hammer to break it. I am entirely satisfied with the work it has done, and I would advise you to order one immediately for the Townsend, so she could have it put in when she arrives in Cleveland where I understand she is going with ore from Escanaba.

The purifier for the Townsend must be made strong and of good material. In case her boilers are overhauled next winter she will most likely be allowed one hundred pounds of steam, and the pressure on purifier is the same as on boilers.

Yours respectfully,

H. F. MCGINNESS.

This will be a relief from the perpetual use of boiler compounds, which, during a season aggregates quite a large expense.

NOTICE TO MARINERS.

A spur crib has been placed outside the west breakwater, at Oswego Harbor, 250 feet west from the entrance. It projects 110 feet into the lake from the breakwater, and does not lie in the course of vessels making the entrance. Until its completion, the contractor will display a white light on its north end, 15 feet above water. When completed, the crib will be 15 feet high, above water. By order of

CAPT. EDWARD MAGUIRE,
Corps of Engineers U. S. A.

DETROIT.

Special to the Marine Record.

June 9—Gradually but surely the old lake pioneers are passing away, the last to record as crossing the dark stream being that of Captain J. J. Duddleson, an old resident of Trenton, a few miles below Detroit, where he had been long and favorably known. A more genial, kindhearted sailor could not be found, for I had known him intimately for upward of thirty years. He owned and sailed vessels for a long period, but of late years had retired to business on shore. He bade adieu to a host of surrounding sympathizers on Friday at his residence, and was buried on Sunday afternoon in Woodmore cemetery, near this city. The funeral was conducted by Free Masons and Kights of Honor.

The movement of passing vessels yesterday was quite lively notwithstanding the cry of hard times. The Lake Ontario, and D. D. Calvin, with four large barges, were among those going eastward. Their cargoes consisted of timber for Garden island, each vessel having on board 20,000 cubic feet, or a total of 100,000. They will probably continue in this trade throughout the season.

The new barge J. H. Prentiss was not launched last week from Mr. Craig's shipyard at Trenton, but will be some day the present week. Her entire fit-out was furnished by Jas. P. Donaldson, of this city, including an American ship windlass. She is spoken of as a staunchly built craft, of good model, strong, and well put together. She is owned by J. H. Prentiss, of East Saginaw, who will employ her in the lumber trade on his own account.

The steamer Milton D. Ward, Captain Wm. McKay, of the Star line, has commenced her regular trips between Detroit and Port Huron, making daily, round trips, leaving this port every morning. Captain McKay will be remembered as the genial, former master of the City of Detroit, and was for many years associated with the Detroit & Cleveland line.

There is an impression generally among vessel men that better times are near at hand, yet it is quite uncertain how long this state of things will last, as an influx of tonnage might bring matters back to their late normal condition. Grain freights at Chicago do not appear to be much on the boom, for the present at least. These are matters of past history, as every vessel owner is well aware. Rates from this port to Buffalo are on a par with those of Chicago, and have ever been so, though the distance is less than one-half.

The schooner E. W. Rathbun, a Canadian craft, fell under the ban of the marshal here, under a libel for a claim due parties at Port Huron, on a tow bill.

The steamer Gazelle, recently fitted out at this port, has gone to Chicago, where she will ply in the excursion business which has been her occupation the past three seasons.

The tug Mary A. Green was damaged the other day while lying at a dock in the upper part of the city, by the steambarge City of Mt. Clemens. The tug had sixteen stanchions broken and her stern damaged, beside causing a leakage. The damages will amount to some $200, which will be repaired here. The master of the Mt. Clemens charges the blame on his engineer, who failed to respond to the signal to back her. Of course somebody is always to blame, but the affair will probably be investigated by other authority.

The schooner Augustus Ford left here a day or two since for Cheboygan with coal; thence she will visit the wreck of the schooner Christine Nilson which was wrecked last fall at Beaver island, Lake Michigan, and take out the cargo of pig iron from the wreck and land it at Chicago. She will return to this port with lumber.

The total wreck of the vessel C. J. Wells, which stranded last fall at Whisky island reef, is announced, with only one fifth of the cargo of lumber saved. The Wells, in her palmy days, was one of the finest barkentines on the whole chain of lakes. She was built by Quayle & Martin at Cleveland, in 1866, for Captain Frank Perow, of Buffalo, and was of 549 tons burden. After a long term of service she fell in the wake of other old craft, and finally came under the class of barges. Thus, like the old time mariner, our once fine vessels gradually disappear and are replaced by a new class and style of lake craft.

The tug Myrtle, a few days since, went to the relief of the barge F. J. King, which during a dense fog, stranded on Bar Point. She was released without injury, and taken westward by the same tug.

The fine steamer Badger State, of the Lake Superior Transit line, was in port yesterday, en route to Lake Superior, and took her departure last evening.

The scow Rosabelle was another of the unfortunates to fall into the hands of the marshal, who plastered her with a libel for towage, away back in 1882. She was released the same day by a settlement of the claim.

But one craft is plying between Detroit and Chatham this season, the C. R. Merritt, which makes her trips on alternate nights, affording pleasure seekers no opportunity to visit that quaint town, as formerly, by daylight.

The fine and capacious coal dock of O. W. Shipman, at this port affords passing steamers excellent facilities to take on their supply with good dispatch, and a large number already this season have taken note of the fact.

A very pleasant and desirable route is afforded business men and pleasure seekers to visit Cleveland by daylight by taking the steamer Alaska, which leaves Detroit every morning from Ashley & Mitchell's wharf for the Islands and there connects with the steamer Pearl for Cleveland, arriving there in the early evening. This route, which is largely patronized, affords passengers an excellent view of the Islands and beautiful lake scenery which, in no other way can be enjoyed, and the fare is as low as by any other line.

The damages sustained by the government steambarge Geo. A. Marsh, a few days since by fire, near the mouth of the Detroit river, are estimated at $3,100.

Tugs, depending chiefly on towing vessels through the rivers, find it a dragging business, the principal cause for which is that so many sail craft are gradually transformed into tow barges and towed by other steamers, and their salvation now in the main is the wrecking business which a majority of tugs are now engaged in, and when too frail for this occupation the next move wil be to transfer the machinery into a new hull for steambarge purposes, and this move several now contemplate carrying out.

Desotell & Hutton are making four steel boilers for the new steamer City of Cleveland, the plates of which are three quarters of an inch in thickness.

The tug H. Smith made a start from here for Lake Huron fisheries, but broke down soon after leaving, and returned for repairs.

The steambarge D. R. Van Allen called here on Friday, en route to Quebec, having on board a cargo of deals for that remote city.

Word was received here yesterday of the drowning of Thomas O'Connor, a Detroit sailor, from the steambarge Sanilac in Lake Huron. He leaves behind a mother and two sisters in this city.

The revenue steamer Fessenden has finally gone on a cruise after six weeks anchorage.

The U. S. steamer Mighigan is expected here soon.

The bids for dredging at the St. Clair Flats canal were opened at Detroit Monday, by Lieutenant Henry F. Hodges, in the absence of Lieutenant Colonel O. W. Poe. The work to be done under the provisions of the act of Congress consists in dredging to sixteen feet uniform depth of water, area of 300 feet wide, and about 2,500 feet long, extending from the lower end of the canal into Lake St. Clair. Also an area of 300 feet wide and about 600 feet long at the head of the canal. The quantities to be dredged are estimated at 48,000 cubic yards, and the amount to be expended is about $13,000. The work must be commenced on or about July 1 and completed not latter than January 1, 1886.

Most of the bidders were present on Monday when the proposals were opened. The following are the bids, the prices named being the cubic yard, scow measurement: Edwin H. French, Toledo, 11½c; James Rooney, Toledo, 12½c; Carkin, Stickney & Cram, East Saginaw, 12 9-10c; Sheldon, Buck & Co., Toledo, 13c; Louis P. & James A. Smith, Cleveland, 13c; Charles S. Baker, Sault Ste. Marie, 13½c; William Richardson, Buffalo, 16c; Stang & Gillmore, Lorain, 17⅞c; Chicago Dredging & Dock Company, Chicago 21c; Thomas M. Hubbell, Saginaw, 22c.

Mr. Dyer, lighthouse engineer, has received notice from the department at Washington that the Canadian Government has notified our lighthouse department that the light at the Lime Kilns, heretofore kept up by private subscription, will be maintained by them. The light at Erie, which was to be ready by June 10, will not be in shape before June 25. New range lights will be put in the Niagara river, one at the car barns, just above the international bridge, another a little way up stream, ranging with one in the channel back of the dummy lighthouse. They will consist of two locomotive headlights mounted on masts, and will be ready about July 4.

The crew of the steamer City of Alpena were undergoing their usual drill here yesterday when three or four of their number dropped into the river, owing to the small boat's tackle giving way. All were rescued.

The Dahlia and Warrington are lying in ordinary. The propeller Nashua has also retired until business brightens up.

The tug Laketon and schooner New Hampshire got slightly aground at the southeast bend on Monday.

HALL.

BUFFALO.

Special to the Marine Record.

W. Stevenson, general superintendent of the Lehigh road, who was in the city last week, has instructed Messrs. Hingston & Wood to proceed with their work of dredging on the Tift farm. The work will consist of leveling the bank of earth left on each side of the canal, so that the company can proceed with the building of docks. Work on the other canals, two of which are now begun, will depend on how the docks on the first canal are rented. Should they be engaged the other canals will be pushed. Should outsiders fail to rent the docks in a reasonable time, the company intends to build ware houses and use them for transferring from cars to vessels.

Work on the propeller Nebraska has proceeded so rapidly that she will be turned out of dock next week comparatively a new boat, with almost new boilers and hull. She has received heavy repairs.

The steamer Egyptian received a new iron shoe at the Union dock last week, and the schooner Cyclone had some repairs, and the Anchor line tug Erie had a leak stopped at Mills' dock.

Your correspondent has observed that since the issue of the MARINE RECORD of June 4, the dailies of this city know what the tonnage and official number of the fine steamship Tioga is. The official tonnage, etc., as published in the RECORD tables attracts much attention at this port, and it is hoped that you will continue it. It is understood, coming direct from the commissioner of navigation, Jarvis Patten, that it is reliable.

Coal shippers are making a united effort to gain control of freights, which they lost last week. A meeting has been held and an agreement, made to charter vessels through a single broker whom they are prepared to influence. Although but a part of the shippers are in the arrangement it is understood that the others are willing to abide by their action and that whatever the meeting may do will conduce to the interest of all. They have succeded in knocking five cents off the 70c rate.

I.

MILWAUKEE.

The steambarge Imperial, of Chicago, has been purchased by Frederick Snyder of this port, for $4,000. She is to be transformed into an excursion boat and will be run from this port.

It is estimated that it cost the Grand Trunk railroad company $720,000 to keep up their lake connection between Grand Haven and Milwaukee last winter. This amount is made up of the following items: Loss of Michigan, $150,000; injury to Wisconsin, $40,000; cost of delay in business by icebergs, $500,000; expense of dynamite and work in keeping channel open, $25,000; loss to idle laborers on docks, $5,000.

The officials of the Flint & Pere Marquette are negotating with the Detroit Drydock Company for the construction of another passenger and freight propeller to ply between Ludington, Manistee, Milwaukee and Manitowoc. The new boat will have accommodations for one hundred passengers and will be built with a view to winter navigation. It is thought that a wooden hull will be built and that it will be sheathed with steel.

PORT HURON.

June 8.—The W. H. Barnum, towing the schooners Paige and Manning, bound down, broke her stern bearing outside the river. A diver has been at work to repair the damage.

The libel filed by Runnels & Moffat, of Port Huron, against the Canadian schooner E. W. Rathbun was settled yesterday by the captain of the vessel who paid the claim, and the schooner was released by the United States marshal. The captain stated that he knew nothing of the tow-bill until his vessel was seized.

The scheme for a new elevator at the mouth of Black river has taken shape. The Phenix iron works will furnish an eighty horse power steel boiler, and Cook Bros. will dress the lumber required. The capacity of the proposed elevator is 150,000 bushels.

MUSKEGON.

June 8.—The schooner Penobscot went on the beach near this port early this morning. Captain Johnson said the vessel ran away from him. The life saving crew rendered valuable assistance and the schooner got off without damage.

BAY CITY.

Social to the Marine Record.

The wharf at Point Lookout is being rebuilt, walks laid, cottages and hotels repaired and everything arranged in a neat and substantial manner.

The steamers Metropolis and Arundel will make regular landings as soon as business begins, and Bay City excursionists will soon be rambling around there and the place will wear a holiday appearance.

The steam yacht Cora K. D. will be stationed at Point Lookout (Sand Point) during the summer, and will take parties to the Charity islands and surrounding points of interest.

John Lund, a fireman employed on the L. G. Mason, got badly scalded on his cheek and eye on Thursday last. He was cleaning out the flues of the boiler with a steam flue cleaner when the nozzle slipped off the hose and the steam struck him in the face as stated.

A small sail-boat was upset on Sunday near McGraw's mill at South Bay City by the swells from the tug Witch of the West. There were two young men in the little boat at the time and they were rescued by the captain of the barge Ida Corning which was just leaving the dock.

The steamship Thomas P. Christy and consorts B. W. Jenness, Wyandotte, and Sweepstakes arrived in the river Sunday, colors flying. They are loading for Buffalo.

The barge Senator Blood, of Cleveland, Captain Carson Glass, arrived in the river with the propeller Bay City with 500 tons of coal for Messrs. Gordon & King, the tug owners. The Blood is a light draft boat and will make a good barge for the lumber trade.

The schooner Harvey Bissell that was considerably damaged by running ashore on Lake Superior a short time ago, has been thoroughly overhauled at Wheeler & Company's boxes during the past week, and is now in as good shape as ever.

At a recent meeting of vessel brokers in this city it was resolved to make no charters below the following rates, which are now the going rates: Bay City to Buffalo and Tonawanda, $1,50; Bay City to Ohio, $1,25; East Saginaw to Buffalo, $1,62½; East Saginaw to Ohio, $1,87½. This rate it is thought will stand for at least two months, as a large number of charters have been made at that figure.

The captain of the steambarge Sanilac, of the Saginaw Transportation Company's line, that arrived here Monday morning, reports having lost a sailor named Thomas O'Conner overboard in Saginaw Bay on Sunday night. The propeller was stopped and a boat lowered, but owing to the darkness he could not be found. O'Conner lived in Detroit.

SHAW.

CLAYTON.

Special to the Marine Record.

June 8.—Mr. S. G. Johnson & Son's new yacht was launched on Thursday and is a fine boat in the water; good easy lines, and with her new engine and boiler she ought to do some good running.

The schooner Lafrinier, of Cleveland, load bound for Brockville, in getting under way from her mooring on Sunday morning at this port, drifted over on a shoal above Governor's island. The tug Curlew was telegraphed for and she came up and pulled her off in the afternoon. Not much damage to her bottom.

Captain A. Kindell will sail the steamer Ontario this season.

It has always seemed queer, considering the large amount of pleasure travel down the St. Lawrence river, why some American capitalist, with sand and courage, does not put two good steamers on the route between Lewiston and Ogdensburgh, connecting with boats to Montreal. It has been said that it don't pay, but when the old Ontario & St. Lawrence Steamboat Company run their boats all the owners made themselves rich and retired.

This summer the Royal mail line is to connect with the Utica & Black River railway for the summer travel, and the talk is to have the steamer St. Lawrence run a morning trip from Cape Vincent to Alexandria Bay for the Rome, Watertown & Ogdensburgh Railway, to connect with the Royal mail lines. I think it will stir up a hornet's nest before the summer is over. The steamer Rothesay has run for the past three years as an American line, and everything has been done to block her wheels and run her off the route. Let our government be as strict as our cousins over the water, who run into American ports for the passenger trade, but who do not leave a dollar, avoid paying entrance fees if they can, and neglect to answer the signals of our river boats.

Captain James B. Estes, of Charlotte, N. Y., spent a few days in town last week visiting old friends.

Riley Allen goes as engineer of the steamer Van Horn. She is being overhauled at Syracuse, N. Y., and put in fine shape, and will be stationed at the Thousand Islands park this summer.

The steamer St. Lawrence will give three excursions this week before going on the route.

Mr. S. G. Johnson & Son launched their new yacht last week. She is a beauty.

Meyer Allen goes as engineer of the steamer Jessie N., of Alexandria Bay.

The steamer Junita has got a new brass whistle; sounds like an upper laker.

Captain Wm. Sheeley launched a 60 ton scow at Cape Vincent recently.

The report is that the steamers Rothesay and Prince Arthur are being fitted out. Where they will run we are unable to learn.

Captain Kindle launched a new scow last week.

It is said that the steamer Ontario has been chartered to run out of Charlotte this summer with pleasure parties, and is now being painted.

Business on the river is not booming much at present.

The steamer Island Wanderer, of Alexandria Bay, has been painted inside and out, and will be ready for the pleasure travel.

The Walton House was opened last week for the summer trade, and fishing opens up in good shape.

While W. D. Allen was at Clayton he located a steam pump for the St. Lawrence Wrecking Company. While he was there he raised the steamer Ontario which was sunk just below the village. They took steam from the steam yacht Jessie Bain. The workmen are indebted to Engineer Cook, of the yacht, for much assistance.

B.

NAUTICAL NOTES.

The Sam Cook has had her name changed to Wm. Wheeler.

Dunkirk harbor work will be finished in three months, which will give a depth of thirteen and a half feet.

The tug Leviathan reached Manitowoc with the leaking schooner Mary Collins, and returned to Cheboygan.

An effort is being made at Sault Ste. Marie to organize a stock company for the purpose of building a drydock at that port.

The old schooner Aigle de Mer, which for years past has been rotting under the water at Hamilton, has been raised and broken up.

The Star is the name of the new steamer to ply between Picton and Alexandria Bay. The crew will leave on Monday for Montreal to fit her out.

The boiler of the steamer John Greenway, on Onondaga lake, exploded fatally burning Captain Kinne, owner, and seriously scalding the engineer.

Captain Johnson, of Chicago, owner of the schooner Olga, received a dispatch yesterday stating that she had collided with some vessel in Sturgeon Bay. The telegram gave no particulars.

The tug Record and barges Fostoria and William Vanetta ran aground on the head of Belle Isle. The tug worked herself off the bottom and then pulled off her barges and proceeded on her way to Cleveland — *Detroit Post.*

The Goodrich Transportation Company began here on Monday to run a morning boat between Chicago and Milwaukee. The steamer Sheboygan has been selected for the route. The same company will also run a boat to Escanaba.

The schooner Two Brothers, Captain Crimmins owned by Mr. Wright of Port Hope, loaded with lumber and bound for Oswego, went ashore about three quarters of a mile south of Port Ontario last week, the crew becoming bewildered in the storm.

Captain Bouchard, of the propeller Van Raalte, reports the E. J. Wells, of Keystone's tow, which stranded last fall on Whisky Island Reef, entirely broken up, and out of a cargo of 500,000 feet of lumber only one-fifth of it saved. Her outfit complete is at the Beavers.

A recently patented method of boat calking consists in a piece of three-eighths inch round rubber placed in elliptical grooves in the joints of the boat so that when the wook shrinks the rubber will expand, and still fill the joint so tightly as to prevent all leakage.

The Canadian schooner E. W. Rathbun, which is owned by Goderich parties, was tied up at Hamtramck by Deputy United States Marshal Cash P. Taylor, on a libel filed by Runnels & Moffat, of Port Huron, who claim that a considerable amount is still due them for towing the Rathbun.

The harbor commissioners at Montreal have decided that if forwarders should reduce grain rates from Kingston to Montreal from 2¾ cents to 2⅜ cents up to September 1, and if the government would reduce canal tolls one-half for the season, they would reduce their wharfage rates one-half.

She was a Boston lady of culture. She stood watching the canal boat loaded with ice, as it was being locked into the canal from Lake Champlain. "What is that boat loaded with?" she asked "Ice," was the reply. "Oh, my!" she exclaimed, in surprise, "if the horrid stuff should melt, the water would sink the boat!"

Three divers are exploring the bottom of the lake opposite Kingston, Lake Ontario. Last week they found an anchor weighing 1,100 pounds, and thirty-nine fathoms of chain, supposed to have been under water twenty years. Yesterday two anchors were got opposite the shipyard. One weighed 1,100 pounds, and was connected with fifteen fathoms of chain. The other weighed 800 pounds.

The C. P. R. steamer Algoma on her last trip down is reported to have run ashore during a fog near the mouth of the little Two Hearted river, and had to be lightered of a large quantity of her freight by her own boats and the life saving station crew before she floated. The Ste. Marie brought down the news, the Algomah not having reported the affair as she stopped here.—*Chippewa County News.*

It ought to be generally known that a man's hat will serve in most cases as a temporary life preserver to those in danger of drowning. When a person finds himself in the water he should lay hold of his hat between his hands, keeping the crown close under his chin and the mouth of the hat under water. The quantity of air contained in the cavity of the hat will keep the head above water for a long time—sometimes for several hours.

Captain R. D. Pike, of Bayfield, is anxious to build a drydock at some Lake Superior port. He is trying to organize a joint stock company, and says that Bayfield capitalists will contribute one-half of the necessary funds if the balance can be obtained outside. He is now trying to induce Ashland to furnish a share of the capital. The plan he proposes is to build three floating boxes, which can be used at both places. He thinks these boxes can be built for $8,000.

A SEA DIALOGUE.

[OLIVER WENDELL HOLMES.]

Cabin Passenger—
Friend, you seem thoughtful. I not wonder much
That he who sails the ocean should be sad.
I am myself reflective. When I think
Of all this wallowing beast, the Sea, has sucked
Between his sharp, thin lips, the wedgy waves,
What heaps of diamonds, rubies, emeralds, pearls;
What piles of shekels talents, ducats, crowns,
What bales of Tyrian mantles, India shawls,
Of laces that have blanked the weaver's eyes,
Of silken tissues, wrought by worm and man.
The half starved workman, and the well fed worm;
What marbles, bronzes, pictures, parchments, books;
What many-lobuled, thought-engendering brains;
Lie with the gaping sea-shells in his maw—
I, too am silent; for all language seems
A mockery, and the speech of man is vain.
O mariner, we look upon the waves
And they rebuke our babbling. "Peace!" they say—
"Mortal, be still!" My noisy tongue is hushed,
And with my trembling finger on my lips
My soul exclaims in ecstasy—

Man at Wheel—
Belay!

Cabin Passenger—
Ah yes! "Delay"—it calls, "nor haste to break
The charm of stillness with an id e word!"
O mariner, I love thee, for thy thought
Strides even with my own—nay, flies before.
Thou art a brother to the wind and wave;
Have they not music for thine ear as mine,
When the wild tempest makes thy ship his lyre,
Smiting a cavernous basso from the shrouds
And climbing up his gamut through the stays,
Through buntlines, bowlines, ratlines, till it shrills
An alto keener than the locust sings,
And all the great Æolian orchestra
Storms out its mad sonata in the gale?
Is not the scene a wondrous and—

Man at Wheel—
Avast!

Cabin Passenger—
Ah yes, a vast, a vast and wondrous scene!
I see thy soul is open as the day
That holds the sunshine in its azure bowl
To all the solemn glories of the deep.
Tell me, O mariner, dost thou never feel
The grandeur of thine office—to control
The keel that cuts the ocean like a knife
And leaves a wake behind it like a seam
In the great shining garment of the world?

Man at Wheel—
Belay y'r jaw, y'swab! y'hoss marine!
(To the Captain.)
Ay, ay, sir! Stiddy, sir. Sou'wes' b' sou'!

The legal complications growing out of the sale of the schooner Higgie were finally settled last week, the board of arbitration to whom the matter had been referred deciding that A. E. Ayer should pay the full amount of the purchase price, together with costs of litigation. Ayer bought the Higgie from William F. Higgie about a year ago for $19,000, paying $5,000 cash and giving two notes for the balance. On the first trip out of port the schooner damaged a large amount of her grain cargo, for which Ayer paid. Ayer asked the United States courts to annul the notes, claiming that Higgie had misrepresented the condition of the vessel. The matter was lett to arbitration by consent of both parties, with the above result.

J. F. Smethells, engineer of the steamer Argonaut, has invented a device for registering the depth of bilge-water in a vessel's hold. Briefly described the invention consists of a glass tube fixed upon a board alongside of a scale of registering marks. This is placed in the cabin, pilot house or any other convenient location and is connected with the hold by an air-tight metal inch pipe, which runs down through the ceiling to almost the outer skin. The glass tube is partially filled with oil and as the water increases in the vessel's bottom the the air in the pipe being compressed forces the oil in the tube to rise, indicating the exact depth of water on the registering scale. Every vessel owner will appreciate the usefulness of this ingenious device, as it well greatly lessen dangers of wet cargoes. Robert E. Hills, Chicago, has bought the sole right to manufacture it.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XX.

The steamers plying in 1834 on the lakes above the falls, with their agencies, were arranged as below noted. Several came out new, or were in part constructed in 1833, but were not commissioned. Several masters retired and their places were filled by first officers who were promoted:

Michigan, Captain W. T. Pease; agent, Oliver Newberry.

Daniel Webster, Captain Morris Tyler; agent, Howard & Wadhams.

Governor Marcy, Captain Sam Chase; agent, Howard & Wadhams.

Ohio, Captain L. H. Colton; agent, Howard & Wadhams.

O. Newberry, Captain Arthur Edwards; agent, Howard & Wadhams.

General Porter, Captain Walter Norton; agent, W. S. Abbott & Co.

Henry Clay, Captain C. C. Stanard; agent, W. S. Abbott & Co.

Uncle Sam, Captain J. P. McKinstry; agent, W. S. Abbott & Co.

Niagara, Captain A. Allen; agent, W. S. Abbott & Co.

New York, Captain Geo. Miles; agent, J. R. Dorr & Co.

S. Thompson, Captain Patterson; agent, J. R. Dorr & Co.

Pennsylvania, Captain J. Fleeharty; agent, J. R. Dorr & Co.

Enterprise, Captain Simeon Fox; agent. J. R. Dorr & Co.

Superior, Captain Levi Allen; agent, Whiting & Avery.

William Peacock, Captain Thos. Wilkins, agent, Smith & Macy.

The steamer Victory, a small high pressure, came out new this year and plied between Buffalo and Niagara Falls, commanded by Captain John Hebard, who was also engineer. Barker & Holt were her agents, who were also acting for other boats. Beside the above boats there were other steamers running to Detroit, not associated with the line, as follows: North America, high pressure, Captain Gil Appleby; Detroit, Captain Baldwin; Minnisetunk (British) Captain Dunlap, plying between Detroit and Goderich, Canada; General Brady, Captain John Burtis, between Detroit and Miami. On Lake Ontario, on the Canada side, between Prescott and Niagara, steamer Great Britain, Captain Joseph Whitney; and the United States, Captain R. J. Vandewater, on the American shore, between Ogdensburg and Lewiston. The two latter boats had each two low pressure engines.

The steamer Oswego was built at Oswego by William Young, ship carpenter. On her first trip in May, 1834, she was driven ashore, some three or four miles west of Oswego, in a snow storm, while in command of Captain Macy. She was got off, but proved a failure. Her engines were taken out and placed in the new steamer St. Lawrence.

The steamer Black Hawk was built at Clayton, N. Y., and not long after her name was changed to Dolphin. There were also plying on the Canada side the steamers Toronto and Canada, 200 and 250 tons, respectively. Captain McIntosh sailed the former and Hugh Richardson the latter. The Canada was lost near Oswego. The steamer Andrew Jackson (small), Captain Gallagher, plied between Detroit and Mau mee, making three trips a week; also the William Penn, Captain J. F. Wright, to Buffalo, and the General Gratoit, Captain John Clark, to Fort Gratiot and points on the river St. Clair.

John L. Whiting and Henry K. Avery entered into the forwarding business at Detroit, under the firm name of Whiting & Avery.

A steamer commenced plying in 1834 on the St. Joseph river, creating quite a sensation on her first trip. The banks of the river were in many places crowded with spectators, whose loud acclamations manifested the joy they experienced in witnessing the success of this first attempt to introduce a steamboat on that beautiful river. She was called the Matilda Barney, and on her first trip had upward of one hundred passengers, beside 10 or 12 tons of merchandise. Her draught of water was 13 inches. Another steamer was soon after placed on the route, and property along the river was much enhanced in value.

Arrangements were perfected in 1834 by proprietors of steamboats whereby one steamboat a week visited Chicago. The steamer Uncle Sam was the first to lead off.

The steamer Pioneer was taken from Lake Erie to Chicago to ply between that port and St Joseph, beside four or five sail vessels that were employed carrying passengers and freight.

The steamer Michigan, built for O. Newberry, came out new this season, and made a grand excursion tour of two thousand miles, visiting Mackinac, Green Bay, and all other ports on either shore of Lake Michigan; she was absent from Detroit thirteen days. The steamboat Delaware, Captain C. Blake, was also in commission, plying between Detroit and Dunkirk, and the Thames, Captain H. Van Allen, running between Malden and Chippawa, via. Port Stanley. The steamboat Major Jack Downing, Captain Good, to Miami.

John H. Kenzie and Robert A. Kenzie offered for sale 300 or 400 lots in the flourishing town of Chicago, opposite Fort Dearborn, many of them fine water lots.

The Steamboat Association that year was composed of eighteen boats, costing $600,000, seven new ones having been added. Three trips were made to Chicago and two to Green Bay.

Navigation opened at Buffalo April 6. The first clearance at Detroit was on February 15. The aggregate tonnage at Detroit in 1834 was 4,009 tons.

The steamboat Thomas Jefferson, 428 tons, low pressure, was built at Erie and finished at Buffalo. She belonged to Reed's line.

One of the most enterprising steamboat men in those early days was Captain Augustus Walker, then a resident of Huron, Ohio. His first venture was the Sheldon Thompson, low pressure, in 1830, and his next the Washington, of 609 tons, built also at Huron in 1833, and cost $60,000. She was wrecked on her first voyage at Long Point, and one life lost. She was a splendid boat. His next boat was the Columbus, of 391 tons, high pressure, built at Huron in 1835. She served for many years and was finally wrecked at Dunkirk in 1848. He also had built at Huron in 1835, the United States, of 366 tons, high pressure, and his last venture the Great Western, also high pressure, at Huron in 1838. She was the first upper cabin boat on the lakes, and ran for many years. He also had built a mammoth steamer on the river St. Clair, in 1848, saw her launched and named the Shakespeare. Before she was completed she was sold to Captain Morris Hazard and others, and her name was changed to Empire State. Captain Walker died at Buffalo in 1865, at the age of sixty-five.

The Mazeppa, 130 tons, high pressure, was built at Buffalo in 1834, and the Little Western, of 60 tons, high pressure at Chatham in the same year, both for the Detroit and Chatham route. The Sandusky, of 377 tons, low pressure, was also built that year at Sandusky, and completed at Buffalo.

Shipbuilding was commenced at Clayton, on Lake Ontario, in 1832, on Washington island by Smith & Merrick—Jesse Smith and E. G. Merrick, and for several years was carried on briskly, not untrequently five vessels being on the stocks at one time, giving employment to 150 or 200 men, and the only limit to the size of the vessels were the locks in the Welland canal. The first vessels built there, were the Jesse Smith and Horatio Gates, for Smith & Merrick, begun in 1832 by Captain Pickering and completed by George S. Weeks. Mr. Weeks continued building for this firm for some time, and among other craft was the steamer Black Hawk, schooners Franklin, Jefferson, Morgiana Willetts, Gazelle, Madison, Lucinda, Cleopatra, Western, Chesapeake, Robert Wood, E. G. Merrick, Sylph, and steamer Swan. The building was then conducted by John Oades for E. G. Merrick & Co., and Fowler & Esselstyn, in 1841, building the schooners St. Lawrence, John Oades, D. N. Barney, Superior, Invincible, New York, Quebec, America, Flying Cloud, Sovereign of the Lakes, Northern Light, White Cloud, Northerner, Skylark, Republic, Clayton, Amelia, Adriatic, Northern Belle, Dashing Wave, Monticello, Adirondack, Radiant, Clayton Belle, M. F. Merrick, Montana, Portland, and Kearsage; also steamers Niagara, Cataract, Ontario, Bay State, New York, Jenny Lind, British Empire, British Queen, Midge and Widgeon.

Thomas Rees, also a Lake Ontario ship builder, constructed the Mountaineer, Harrison and the Marshfield.

S. G. Johnson commenced building for Fowler and Esselstyn in 1854, having been engaged in the business since 1842. His first work at Clayton was the schooner Greyhound for Johnson & Oades, S. G. Johnson, master. The year following he built the schooner Mary Grover for J. M. Grover, of Colborne, Ont., and the same year the schooner Alice Grover, for Smith & Post, of Oswego; also the Eagle Wing for Oades & Johnson. Mr. Oades subsequently removed to Detroit, continuing shipbuilding, where he yet resides.

James Ganley bought the tug Othello for $1,000 and will take her to Lizard Island fishery, Lake Superior. The Othello is now at Collingwood.